



The bike as bought and on arrival in Derby, January 2011

A short test ride was interesting to say the least, as when I approached a roundabout at 60mph I realised that the front brakes did not work properly (subsequently identified as binding pistons) and also found the gearing to be ridiculously low. Yet despite the relatively poor overall condition I could not turn down the chance of buying a genuine ex-Speed Triple Challenge bike, so money was handed over and I trailered it back to Derby for a more in-depth assessment.

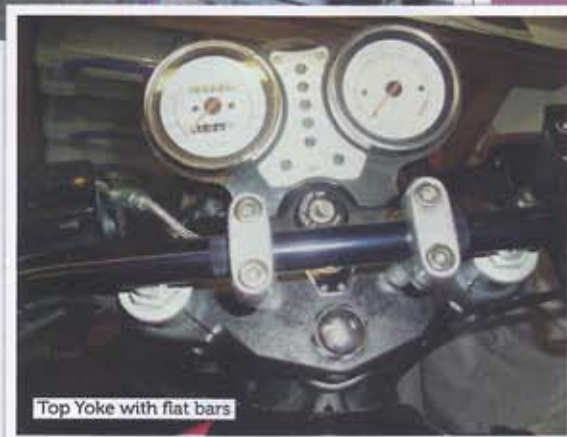
Triumphs built at this period had a deserved reputation for excellent build quality with durable finishes but this bike looked a little sad, however the problems with the bike could be ascribed as a result of the following:

- A Severe neglect, directly the result of being stored in very damp conditions for a long period of time. As an example the wheel bearings had become rusty and needed replacing.
- B Crash damage (particularly the swing-arm, silencer and the bodywork)
- C Being constantly worked on, as a by-product of racing every couple of weeks (such as the tyre changes).

Although the bike only had 2,800 miles on the clock, a full racing season had meant that the wheels had had their tyres changed many, many times with the result that the rims had no paint and the constant changing of balance weights resulted in the wheels looking really scabby.

The headlamp brackets were also not standard and would need replacing. The battery was on its last legs and the wiring looked like it had been butchered at some point.

Because the bike had been standing for such a long time and had no service history at all, I decided that the engine would need



Top Yoke with flat bars

to be taken out, stripped down and checked over. A short life of being thrashed on the track and then stored for many months is not a recipe for leaving well alone.

The most serious damage to the bike was the swing-arm and silencer; the silencer had been pushed back, presumably as the result of crashing and had been hitting the swing-arm resulting in severe damage to both the back of the silencer and swing-arm. The arm was also damaged by the extremes of suspension setting, with the back jacked up as high as possible (the Proflex itself would raise the rear ride height) and the front forks dropped down even further, resulting in the chain cutting into the top of the swing-arm close to where it pivots in the frame. The reality being, that even though the Triumph was extremely well built with good finish, put any bike in extreme circumstances and it will suffer.

The next decision to make was how far to go with the restoration, particularly how much of the crash damaged parts to keep. I came to the conclusion that things like the body panels would have been replaced as a result of crashes, so I decided to restore the bike as it was at the start of the 1995 season when its original Yellow livery (for the 1994 race at Donnington) had been replaced by the striking Pink and Black chequers livery.

## The list of jobs from the initial partial strip down was as follows:

- 1 Strip and overhaul front and rear brake callipers and fit new seals.
- 2 Remove carbs strip, ultrasonically clean and fit new gaskets etc.
- 3 Fit new air box. Also the air intake chambers were also damaged and needed to be replaced. The choke and throttle cables were also replaced.
- 4 Remove the bar risers and flat handlebars and fit new genuine handlebars.
- 5 Repaint the tank, mudguard, and bodywork as the paintwork was very faded. In the end the damage to the bodywork was severe enough for me to replace the two side panels as all the lugs were broken off and there were various cracks. The seat hump was retained after repair. The original painter confirmed that he had repainted the seat hump three times!
- 6 Take out and refurbish the Proflex rear shock.
- 7 Replace the top yoke (as it had been drilled for the bar risers and flat bars) and fit Triumph clip on handlebars.
- 8 Take out the forks, strip and refurbish. God knows how long the fork oil had been in the forks but it resembled tar when it came out. The bottom fork legs were also repainted
- 9 Replace the swing-arm and fit new bearings. The replacement swing-arm was powder coated and new bearings fitted.
- 10 Re-skin the Sebring silencer and modify the exhaust pipe so that the silencer no longer hit the swing-arm. Also fit the correct silencer hanger.
- 11 Strip and refurbish the oil cooler.
- 12 Replace the front brake hoses, as these were not the original fitment.
- 13 New Dunlop tyres (it raced on Dunlop's so it seemed appropriate to refit with the same make, particularly as I now had some Dunlop stickers)
- 14 Buy a new Sprint steering damper (to replace the missing one).
- 15 Replace corroded bolts.

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